



SR 520 Legislative Workgroup

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Westside Subgroup

Seattle Center Northwest Rooms, Fidalgo Room
Tuesday, September 15, 2009



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Agenda

- **Welcome and introductions**
- **SR 520 Independent Cost Review**
- **Community presentations of westside interchange options**
 - Option A
 - Option K
 - Option L
- **Discussion on option refinements**
- **Summary of SR 520 project environmental effects**
- **Follow-up and next steps**



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Welcome and introductions

Presentation of Initial Findings SR 520 Westside Cost Review Panel

September 15, 2009
Don Forbes, Chair

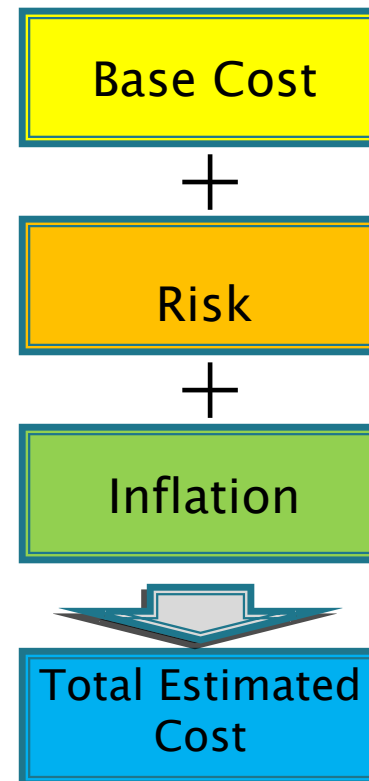
Our Charge:

- ▶ Comprehensive evaluation of the cost estimating process used on the three west-end options
 - Procedures used
 - Quality of cost estimate results
 - Application of CEVP process
 - Risks considered

Reviewed (Reviewing) Costs in the following manner

- ▶ Base costs
- ▶ Risk costs
- ▶ Inflation costs

- ▶ Costs across options



In doing our review, we also considered:

- ▶ The rationale used to define costs
- ▶ Are appropriate costs used for this project?
- ▶ Are the ranges of the numbers defensible?
- ▶ Is the background material retrievable?

Because large programs:

- ▶ Evolve / change concepts
- ▶ Refine concepts
- ▶ Have a lot of ‘moving parts’
- ▶ We don’t expect perfection, but reasonable standard of care and capacity to make changes

So, what have we observed so far?

- ▶ Strong, well-managed process with good rationale and easy retrieval of support material
- ▶ Opportunities to tighten the estimate of some individual items
- ▶ Opportunities to further investigate components to adjust costs

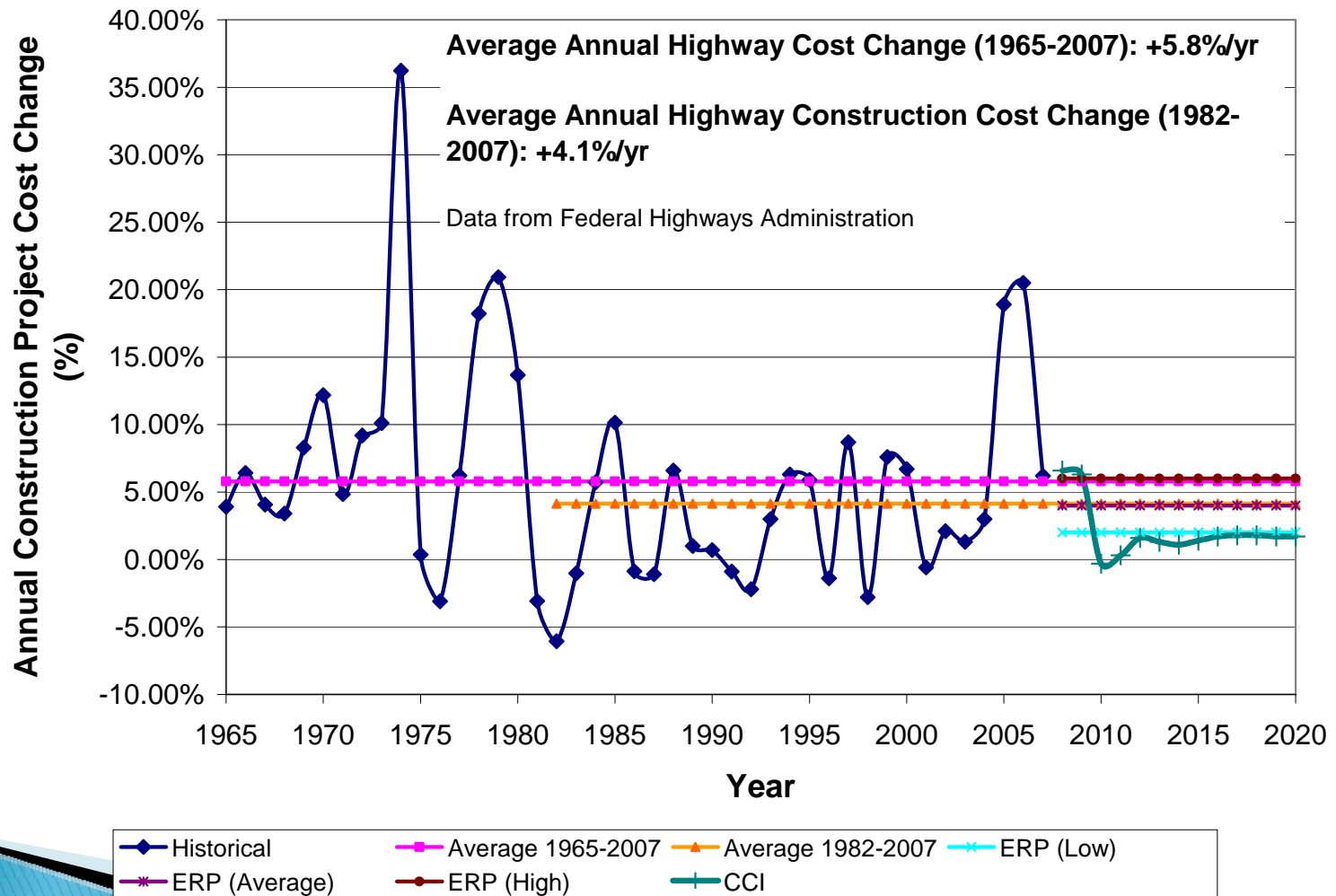
Observations and opinions (very preliminary)

- ▶ All options are at a level of development to appropriately apply the CEVP process
- ▶ CEVP / costs are fairly applied across options
- ▶ CEVP is a valid way to compare costs /options and superior to single point estimate comparisons
- ▶ It is not necessarily the only basis for selecting a project

Observations and opinions (very preliminary)

- ▶ Redistribution of some costs assigned to the tunnel results in
 - Ability to better compare with tunnel costs across the globe
 - Reduce overall cost of the K option
- ▶ CCI (Construction Cost Index) may be too optimistic (too low)

Inflationary Impacts on Highway/Bridge Construction



Observations and opinions (very preliminary)

- ▶ Impact of modeled (probability & impact) risks is comparable across options but we're concerned about...
- ▶ Un-modeled risks (which are still real!) e.g.
 - Impact of locally preferred alternative by Spring 2009
 - Availability of funding
 - Permitting
 - 'Boat section'

Anticipate sub-work group discussion with resource agencies will better inform risks associated with:

- ▶ Tunnel options
- ▶ Boat section
- ▶ Foster Island

Final Summary / Results:

- ▶ We will be completing our review and writing our draft report within the next three weeks
- ▶ Report back to Workgroup
- ▶ Our final report is due in early November



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Community presentations on westside interchange Options A, K, and L



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Option A: Base



- Direct access ramp to express I-5 lanes.
- Lid above I-5.
- Lid at 10th Avenue E. and Delmar Drive E.



- Adds parallel bascule bridge.



- Similar to today's interchange.
- Modifies and adds transit connections, including westbound transit-only off-ramp.



- Lid over SR 520 at McCurdy Park
- No Lake Washington Boulevard ramp connection.



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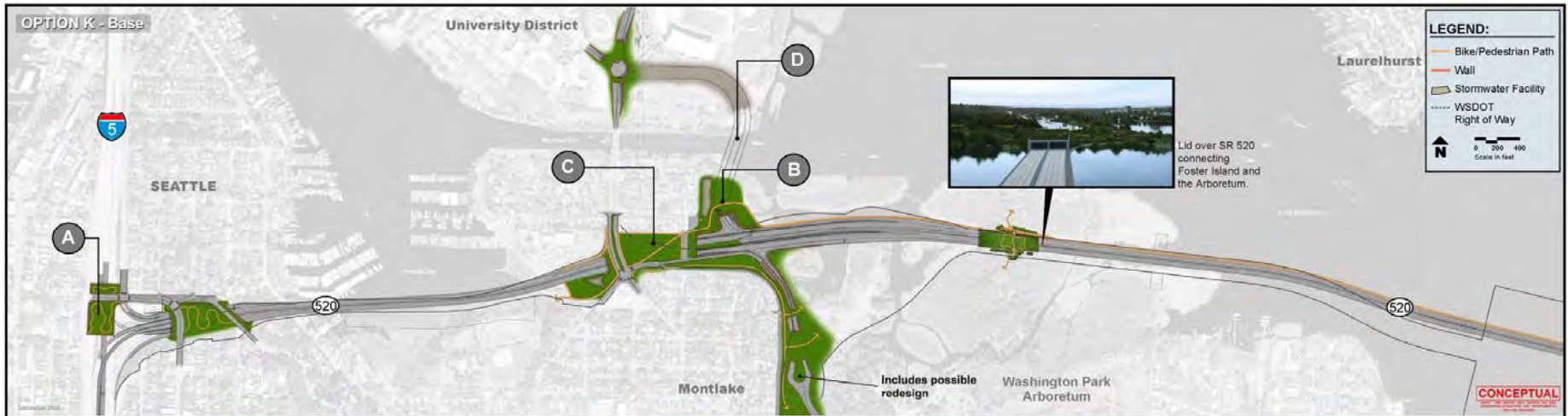
Option A: Sub-options





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Option K: Base



- Direct access ramp to express I-5 lanes.
- Lid above I-5.
- Lid at 10th Avenue E. and Delmar Drive E.



- One traffic signal for freeway access, including HOV direct access.



- Montlake Boulevard E. primarily serves local traffic.
- Full freeway access from north and south of Montlake Cut.



- Tunnel under the Montlake Cut.



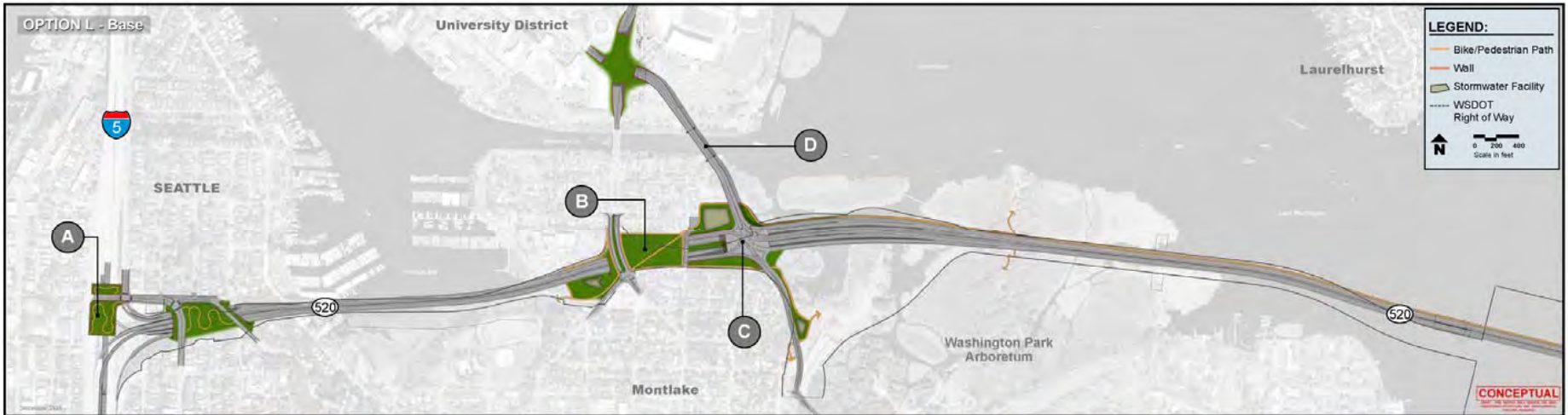
Option K: Sub-options





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Option L: Base



- Direct access ramp to express I-5 lanes.
- Lid above I-5.
- Lid at 10th Avenue E. and Delmar Drive E.



- Montlake Boulevard primarily serves local traffic.
- SR 520 connection to Lake Washington Boulevard E. and NE Pacific Street.



- One traffic signal for freeway access, including HOV direct access.
- Lid over SR 520 at Montlake.



- Adds second bascule bridge to east of existing Montlake bridge.



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Option L: Sub-options





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Discussion on option refinements



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Summary of SR 520 project environmental effects



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- Regulatory requirements
- Government-to-government consultation
- Permitting and regulatory considerations





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Federal environmental regulations

- Federal Regulations
 - National Environmental Policy Act (NEPA)
 - Clean Water Act (wetlands/water quality)
 - Clean Air Act
 - Section 4(f) (parks and wildlife refuges)
 - Section 6(f) (some parks)
 - Section 106 (historic and cultural resources)
 - Rivers and Harbors Act (navigable waters)
 - Endangered Species Act



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State and local environmental regulations

- **State regulations:**
 - State Environmental Policy Act (SEPA)
 - Hydraulic code (streams and aquatic habitat)
 - Water Pollution Control Act (stormwater and wetlands)
- **Local regulations:**
 - Shoreline Management Act regulations
 - Critical Areas ordinances





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Government-to-government consultation

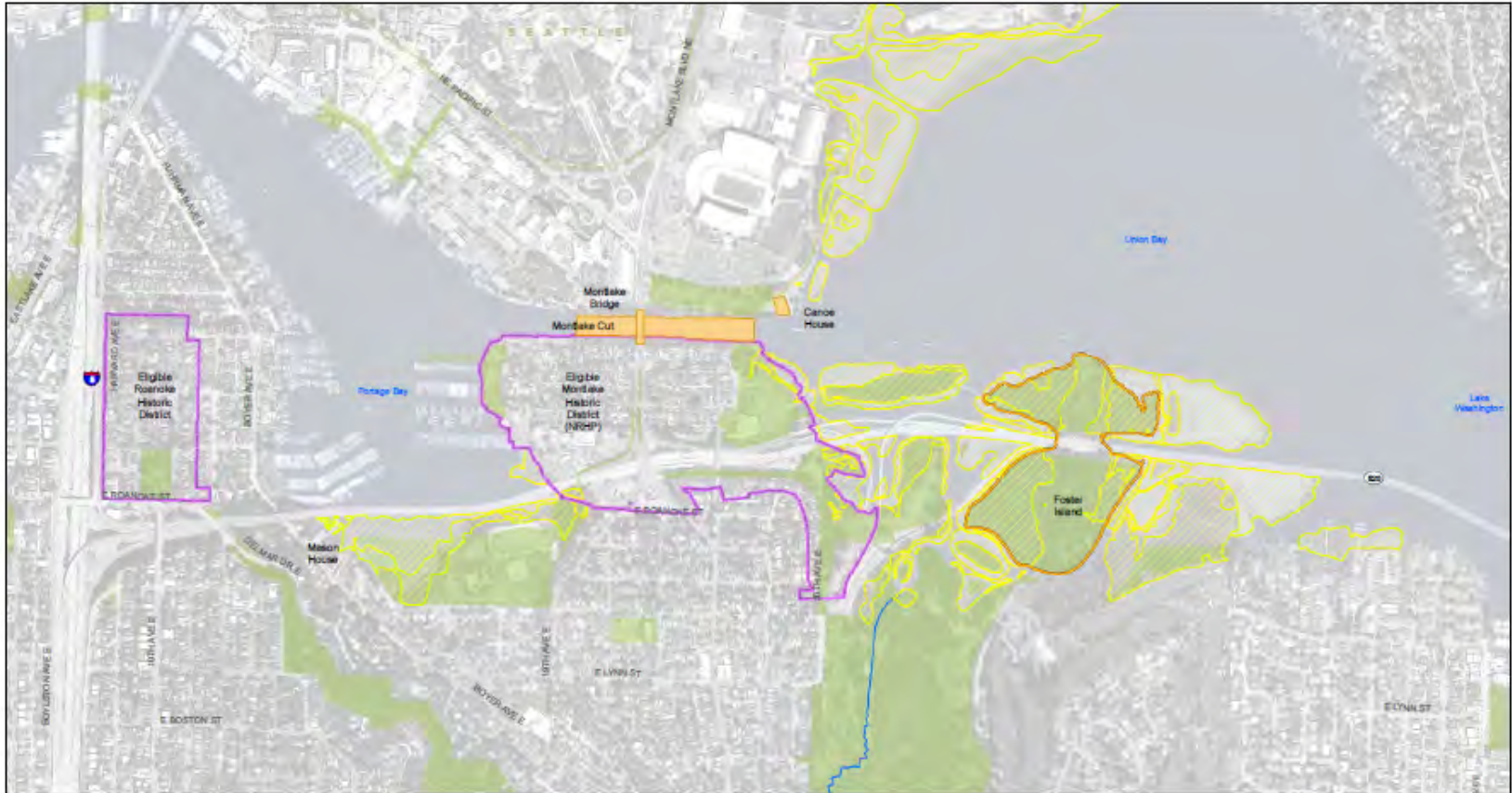
- Muckleshoot Indian Tribe
- Suquamish Tribe
- Snoqualmie Tribe
- Tulalip Tribes
- Yakama Nation
- Duwamish Tribal Community
(not federally recognized)





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Natural and built environment considerations



- National Register of Historic Places (NHP) Listed Structure
- Park
- Historic District boundary
- Wetland
- Foster Island Cultural Property
- Stream



DRAFT

Source: King County (2008) GIS Data (Streams, Streets, Water Bodies), CH2M HILL (2008) GIS Data (Park). Horizontal datum for all layers is

Environmental Resource Areas
I-5 to Medina: Bridge Replacement and HOV Project



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Follow-up and next steps